

Connecticut Department of Transportation

**State Project No. 84-110
Rehabilitation of Bridge No. 02265
Route 34 over Boys Hall Way Brook
Monroe**

**August 30, 2016 at 7:00 PM
Monroe Town Hall
7 Fan Hill Road #2, Monroe, CT**

Minutes of Public Informational Meeting

Present:

Lesgie Ruiz - Connecticut Department of Transportation (Department)
Louis Bacho - CTDOT
Theodore Nezames - CTDOT
Michael Woods - Close, Jensen and Miller, P.C.
Joseph Solis - A. DiCesare Associates (ADA)
Arthur DiCesare (ADA)
Steve Vavrek - Monroe First Selectman
Scott Schatzlein - Monroe Town Engineer
J.P. Sredzinski - State Representative
Brian Wood - First Light Power
10 - 15 Local Residents

Presentation:

A presentation was delivered by Ms. Lesgie Ruiz from CTDOT and Mr. Joseph Solis from ADA. The following items were included in the presentation:

- The existing bridge is a single span bridge which carries Route 34 over Boys Halfway Brook in the town of Monroe. The structure is situated approximately 0.3 miles west of the Oxford town line. The existing structure consists of a reinforced concrete slab superstructure supported by masonry and reinforced concrete abutments.
- The proposed project consists of replacing the existing concrete slab with a new reinforced concrete slab. This rehabilitation is necessary to address the deteriorated condition of the existing concrete slab. The roadway width will be increased to 34-feet, which will accommodate a 12-foot travel lane and a 5-foot shoulder in each direction. The stone masonry and concrete abutments will be repaired as necessary. The existing channel shall remain undisturbed during construction.
- The replacement of the existing concrete slab will be performed utilizing signal controlled alternating one-way traffic operations over 6 weeks. Additional construction activities will be performed utilizing off peak lane closures before and after this 6 week period.
- Construction is anticipated to begin in spring 2018 based on the availability of funding.
- The estimated construction cost for this project is approximately \$ 700,000. This project is anticipated to be undertaken with 100% State funds.

Public Comments and Questions:

- A resident expressed concerns over the apparent “kink” in the bridge and that it would create a turbulent area causing possible problems.

Response: It was explained that the kink was located where the expansion of the bridge occurred in 1930. The way the stream flows (south to north) will not create a significant turbulent area and the bridge is founded on rock.

- Another resident asked how this project would be impacted by or would impact the Stevenson Dam Project.

Response: The Department explained that this repair is to address the immediate concerns with this structure and that impacts to the Stevenson Dam Project are unclear at this time due to the current design phase of that project.

- The State Representative clarified that he had thought this meeting was for the Stevenson Dam Project and had asked residents to attend the meeting to voice their opinion. He thanked the residents who attended and appreciated the Department's efforts to expedite construction on this project and limit resident traffic impacts.

Response: The Department thanked him for his comments.

- First Light Power expressed concerns regarding roadway drainage in the area and wished to see plans for erosion and sedimentation control for the project due to their vested interest in the surrounding property.

Response: It was explained that formal erosion and sedimentation control plans have not yet been developed, but will be forwarded once available. The Department stated they would investigate potential roadway drainage improvements to be incorporated into the project. First Light Power was asked to stay after the formal question and answer session to discuss the project further.

- A resident asked if the bridge size should be increased since the roadway flooded in 1955.

Response: ADA explained that the project scope is to address the immediate deficiencies with the structure and the bridge opening would be increased slightly due to the raise in low chord. The 1955 floods in the area were both greater than the 100-year storm event (Oct. 1955 was a 500-yr storm) and are not used for the design of a structure this size.

- A resident asked if there would be issues with Traffic queues at the site and was concerned that trucks would be stopped on the Stevenson Dam bridge during construction.

Response: It was explained that the signals for the alternating one way traffic pattern would be timed to avoid significant backups in either direction. Coordination with the Town and the Department's Traffic unit during design will continue. Signal timing can also be adjusted during construction should there be issues.

- A local marina owner expressed concerns with construction during the summer months. She would prefer construction in the fall or spring so vehicles towing boats are not required to maneuver a difficult area created by the construction project.

Response: The Department stated they will take that into consideration when coordinating the time of year for construction with Town Officials and Environmental Permitting agencies.

- The final question asked was in regards to the sightlines at the bridge. The curve of Route 34 is tight and the vegetation along the roadway limits site beyond the bridge.

Response: The Department explained that roadway realignment is beyond the scope of work for this project but would investigate what vegetation can be removed.

Adjournment:

Overall the project was well received and the majority in attendance expressed their gratitude that the deteriorated structure was being repaired. The formal presentation and question and answer session ended at 7:45 pm. First Light Power stayed after the formal presentation and spoke with CJM, ADA and Department officials regarding their projects, the property they own in the area, and their interest in working with the State to make this project progress during construction as smoothly as possible. First Light Power will receive plans for review and comment and will attend a constructability meeting with the Department and Design to determine appropriate staging areas for construction.